

### **IN THE CLAIMS**

1. (currently amended) Differential for a motor vehicle with a bevel-pinion shaft (5) which is supported in a drive housing (1) by two spaced and axially pretensioned angular contact ball bearings and which, through a bevel pinion (4) and a ring gear (6), drives a differential unit (2) mounted in the drive housing (1), axle shafts (9) being supported in the differential unit (2) which are operationally connected with each other via output gears (8) and differential gears (7), wherein the angular-contact ball bearings are unilaterally loadable double-row tandem angular-contact ball bearings (16,17) which each include a one piece inner bearing ring (18) with ~~inner~~ outwardly facing races and a one piece outer bearing ring (19) with ~~outer~~ inwardly facing races and which face each other in an O-arrangement,

wherein the races of each of the two angular-contact ball bearings have different diameters and different pressure angles, the inwardly facing races of the bearings having a smaller diameter than the outwardly facing races, whereby the inner bearing ring (18) and the outer bearing ring (19) of each of the two angular-contact ball bearings (16, 17) include shoulders (20, 21), each race consisting of a single shoulder, and

the inner ring (18) of the second double-row tandem angular-contact ball bearing (17) is supported in an axial direction with a deformable sleeve (25) acting against an end of a

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shank (15) of the bevel-pinion shaft (5) so that both angular contact ball bearings can be pre-tensioned by adjusting a single threaded piece (11) on the bevel-pinion shaft.

2-6. (canceled)